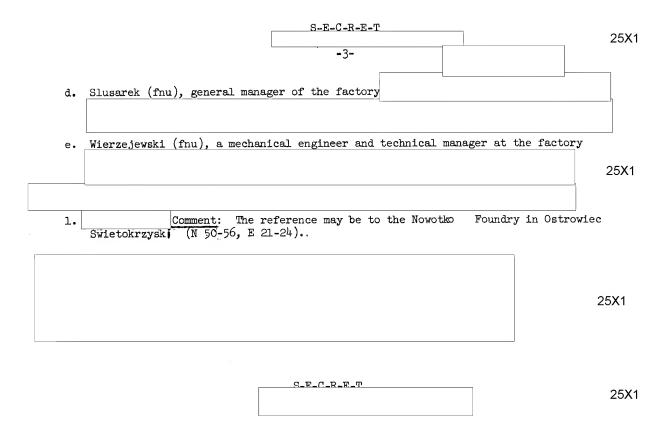
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INFORMATION REPORT INFORMATION REPORT

1. The Pafawag Rolling Stock Factory, the prewar Linke-Hofmann Werke, is located at No. 12 Patrovskiego Street in Wroolaw (Breslau) adjacent to the M-5 Electric Motor Plant. It is subordinate to the Administration of Repair and Construction of Railroad Equipment (Zarzad Remontu i Budowy Sprzetu Kolejowego) in Poznan. The factory underwent reconstruction in 1947 because of war damage to some of its buildings, and production was resumed in 1947. The existing buildings were renovated during the reconstruction and are in use today; no new buildings were renovated during the reconstruction and are in use today; no new buildings were renovated during the reconstruction and are in use today; no new buildings were frenovated during the reconstruction and are in use today; no new buildings were frenovated during the reconstructed. The factory experts visit the factory from time to time to exchange ideas on production methods. 2. Among the compartments of the factory are the PR-1, PR-2, and PR-7 departments. The PR-1 department manufactures passenger coaches, pullman cars and electric motors, while the PR-2 department manufactures tenders for locomotives and the PR-7 manufactures coal cars (Weglarki). The following details on production are reported: a. Coal cars of 25-ton capacities are produced at the rate of 500 to 600 a month. However, in 1956 the output was allegedly not more than 20 to 30 cars a month. Also in 1956, the factory began producing coal cars for export b. Passenger coaches are manufactured for first, second, and third class coaches and for pullman and dining cars. Approximately 10 units are manufactured a month and are for domestic consumption. c. Tenders of 25-ton capacities for locomotives are produced at the rate of three or four units a month and are for domestic consumption. d. Tenders of 10-ton capacities for locomotives for narrow-gauge railroads are exported to the USSR at the rate of four or five a month. e. Electric trains are produced at the rate of one train a month, which consists of				CENTR	RAL INTELLI	GENCE AGE	NCY		
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		In 1956, the factory reportedly began production of electric locomotives based on an outmoded German prototype and manufactured three such locomotives that year.	
	f.	From February 1956 to November 1956, a total of 2,500 boxcars of 25-ton capacities were produced at the factory in fulfillment of an order	25X1
	g.	From 1951 to 1954, eight-wheeled railroad tankcars were produced at the factory.	
	h.	In 1953 and 1954, tank turrets were produced at the factory.	
3•	"V" Fou sup in	e factory receives all types of profile cutters, in round, flat, square, "U", ', and "T" shapes, from the Batory Iron Foundry in Chorzow and the Lenin andry in Nowa Huta. The finished components for the construction of coal cars applied by the Cegielski Locomotive and Machine Works (Zaklady Cegelskiego) Poznan, while those for the construction of passenger coaches, pullman and ming cars are supplied by the Ostrowiec Iron Foundry in Ostrowiec near Warsaw. Wheels, mounted to axles, are supplied by the "Fablok" plant in Chorzow.	_
4.	mat oft use mad is fin dis man onl fac are	duction at the factory is primarily impeded by the tardy arrival of raw terials and finished components from the above factories. Deliveries are ten months behind schedule. A second obstacle to efficient production is the e of outmoded machinery. During the occupation, the Russians confiscated the chinery originally installed at the factory. Efforts since then to obtain mod chinery have been unsuccessful, although in 1956, the factory imported a few dern lathes from Czechoslovakia. A third factor hampering producti the widespread apathy of the workers, which is particularly prevalent at the mishing shop for passenger coaches and pullman cars. There has been much scussion at the workers meetings and a complaint has been made by the railroad magement regarding the passenger coaches, which require serious repairwork by six months after their delivery. Furthermore, since the workers at the ctory are not exempt from military service, efficient and trained personnel a periodically called up for either compulsory military service or reserve amining.	on 25X1
5•		e following persons are employed at the Pafawag Rolling Stock Factory in oclaw:	.5.44
	8.	Michalak (fnu), a mechanical engineer and the chief constructor at the factory	25X1
	ъ.	Nadratowski (fnu), a mechanical engineer and the production manager at the factory	25X1
	c.	Wiktor Obolewicz, chief technologist since 1954 and a mechanical engineer	25X1
		S-E-C-R E-T	
		2	5X1



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	Attachment 25X1
LEGE	IND
1.	Pstrowskiego Street
2.	Office building of the M-5 plant 25X1
3.	Entry gate for employees and vehicles
4.	Fire brigade station
5.	Bath
6.	Laboratory
7.	Repair shop for cranes and hoisting equipment
8.	Hardening shop
9.	Nickel and chromium plating shop (Niklownia i Chromownia)
10.	W.1.S shop (manual processing)
11.	Toolmaking shop
12.	Mechanical w/shop (sic)
13.	Machinery repair shop
14.	Foundry
15.	Thermal processing shop
16.	Coach production shop
17.	Measurement division
18.	Open shed for storage of raw materials
19.	Sheet cutting shop and forge
20.	Tender production shop
21.	Pullman and passenger car production shop

25**X**1

Page 2 of Attachment

- 22. Carpentry shop
- 23. Acetylene production shop
- 24. Main stores
- 25. Coal car production shop
- 26. Parking lot and automobile repair shop
- 27. Garages and automobile repair shop
- 28. Dining hall, dispensary, and recreation room
- 29. Nursery (Zlobek) for the workers' children
- 30. Two-story office building
- 31. Personnel and Welfare Office
- 32. Parking lot for motorcycles and bicycles of the workers.

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